SR 89 Widening in Chino Valley
Public Meeting Summary
November 15, 2007

Meeting date: Tuesday, September 25, 2007
6:00 p.m. to 7:30 p.m.

Meeting Location: Chino Valley High School

Participants: 104 community members

ADOT is preparing to improve SR 89 from Center Street to approximately 1 mile south of Road 4 South. Improvements are needed to increase the capacity of the highway and also provide better and safer access to and from businesses along SR 89. The project is currently in the design stage and construction is scheduled to begin in early 2008.

ADOT hosted a Public Information Meeting on Tuesday, September 25 at Chino Valley High School. The meeting began with a brief presentation followed by a question and answer session led by Dallas Hammit, ADOT's Prescott District Engineer. He answered questions and addressed concerns the community expressed about roundabouts, signalized intersections, raised medians, and the construction schedule. ADOT and its representatives were on hand to discuss the project one-on-one with the community and show them graphics of the future roadway. Over 100 community members attended the meeting and actively participated by asking many questions.

(Public Meeting, Chino Valley High School, 9/25/07)


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Please see a review of the Question and Answer session on the following pages.

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Question	Answer
General Project Questions	
What is the completion date?	The completion date depends on when we begin. Right now we plan on beginning in early 2008 and construction will last for approximately one year.
How long will the project take?	Construction will last approximately one year from the time it begins.
Why do you keep postponing the construction? Since I have lived in Chino, this has been postponed three times which only adds to the cost. When I went to the last meeting we were told the money was allocated.	This project has been postponed because of funding. Now ADOT has the funding to complete the project.
Why don't you build for the future? It's cheaper to build today than it is tomorrow.	We are planning for the future, and we are building what we can with the available funds.
Roundabout Questions	
Would a traffic circle meter traffic in such a way that it would eliminate a sufficient break in traffic for right hand turns onto Highway 89 from side streets and businesses?	Modern roundabouts will allow more breaks in traffic than a signalized intersection based upon traffic simulations and data. Studies show that they will provide enough gaps for people to pull out into traffic further down the road.
No roundabouts. They seem to move traffic faster if they were used properly. I have had to slam on my brakes more than once, because people don't yield to the right-of-way. Also the one we have is too small.	Driver behavior is key. Accidents occur at signalized intersections when drivers run red lights. Modern roundabout intersections are statistically safer than signal intersections decrease injury collisions by 75% and decrease fatal collisions by 90%.
The roundabout at Road 4 South will compound traffic congestion for vehicles entering from the east side of Highway 89 at Havasu Blvd. Place a traffic light in lieu of a roundabout.	Roundabouts will allow more breaks in traffic than a signalized intersection based upon traffic simulations and data. Studies show that they will provide enough gaps for people to pull out into traffic further down the road. This intersection does not meet required warrants for a signal.
Are you going to have training for all ages to learn how to drive through the roundabouts or at least on a large screen with directions? We need hands on training.	ADOT is developing educational materials, including a DVD and website with animations. The Motor Vehicle Division has also included roundabouts in the Arizona Driver License Manual and Customer Service Guide. More information about modern roundabouts can be found at www.arizonaroundabout.com.
Who did the study on the feasibility of roundabouts with a capacity of 50,000 cars per day?	The Central Yavapai County Planning Organization performed a study that forecasted that number for traffic volume. Oursten Engineering is the roundabout specialist.
Install a traffic light at Road 4 South instead of a roundabout.	This intersection does not meet required warrants for a signal.

Question	Answer
Why a roundabout rather than a light at Road 4 South?	Modern roundabouts are being considered because they are proven to reduce fatal collisions by 90%. Roundabouts geometrically force traffic to slow down before they enter the intersection. Traffic signals aren't able to force traffic to slow down before entering. We know they are not the solution for every intersection, and we will not build a roundabout if the community is opposed. This intersection does not meet required warrants for a signal.
My main concern is the proposed roundabout at Road 4 South. This will slow traffic and eliminate any breaks that are caused by the light at the golf course. The jam up of traffic will seriously restrict breaking into traffic. I feel a better solution would be a light at Road 4 South and create breaks in the traffic flow. Travel time would be affected only minimally.	Any gaps created by the signal at SR 89/Willow Creek Road will dissipate within a half mile of the intersection. Roundabouts will allow more breaks in traffic than a signalized intersection based upon traffic simulations and data. Studies show that they will provide enough gaps for people to pull out into traffic further down the road. This intersection does not meet warrants for a signal.
How do you expect a roundabout to control traffic speeds on the north end of town?	The north end of town is a more urbanized/developed area. Traffic has been slowed by other factors including congestion, signals, and turning traffic.
Why can't we have a traffic light at Road 4 South instead of a roundabout?	Road 4 South currently doesn't meet required signal warrants. It does not have the volume of traffic required to put in a signalized intersection.
In the 70's, the east coast spent millions to put in roundabouts and in the 90's they spent billions to take them out because of traffic jams. Has anyone contacted New Jersey, New York, Delaware, Maryland, or Pennsylvania about their experiences?	The intersections being removed are not modern roundabouts. They are rotaries, which are designed and intended to operate differently than a modern roundabout. Some of these old traffic circles are not being removed, but instead being converted to modern roundabouts.
Why not a traffic light instead of a roundabout?	Roundabouts are being considered because they are proven to reduce fatal accidents by 90%. Roundabouts use tight geometry to force traffic to slow down before they enter the intersection. Road 4 South does not meet required warrants to install a signal.
Will you provide education on how to use a roundabout? People don't know how to use them. Washington DOT has a great tutorial on their website.	Currently ADOT has a DVD that helps explain the use of roundabout along with printed materials. ADOT is open to teaching communities about roundabouts and how to safely use them. See answer above.

Question	Answer
With the roundabout and flow of traffic, is this a safety factor with the church, school day, and children?	ADOT is designing and building a safer road. Modern roundabouts slow traffic down using geometrics. In other states, there are roundabouts constructed near schools without accident problems. Roundabouts are statistically safer than signals for pedestrians, because there are fewer points of conflict and pedestrians only have to cross one direction of traffic at a time. The crossing distance is also shorter at roundabouts than with signals.
Why does ADOT want to put roundabouts everywhere?	We know they are not the solution for every intersection, and we will not build a roundabout if the community is opposed. ADOT does not want to put roundabouts everywhere. Roundabouts are not the solution for every intersection. However, consideration is being given because they dramatically reduce serious accidents and congestion. Local jurisdictions are also considering roundabouts because of their benefits. Currently there are approximately 40 states that have modern roundabouts because of their benefits.
Who is the roundabout expert and what justified him or her?	Ourston Engineering (design) and Roundabouts & Traffic Engineering (peer review) are the roundabout firms involved in the design. Mark Lenters of ORE and Scott Ritchie of RTE have been involved in the design and construction of hundreds of roundabouts in the United States. Many of these roundabouts are in operation. They were both mentored by Barry Crown from the United Kingdom, who developed the roundabout capacity analysis software, Rodel. He was also recognized as one of the best roundabout experts in the world.
How would emergency crews gain access to an accident if traffic is at a stand still on either side of the proposed traffic circle?	Emergency vehicles and crews will be able to maneuver through a roundabout in case of an emergency.
If we don't want a roundabout do we need to start a petition against it?	That depends on the Town Council. ADOT will not stop you from petitioning.
Why do you think a roundabout at the outer loop is better than a stop light?	As stated earlier, roundabouts are proven to have a 75% reduction in injury collisions and a 90% reduction in fatality collisions. The intersection was evaluated for both a signal and roundabout, using 2030 volumes. The roundabout was shown to provide a better level of service. The roundabout will provide u-turns for all vehicles. Also the traffic counts at that intersection aren't high enough to warrant a traffic signal.
What other opinions were considered?	ADOT is partnering with the County, Central Yavapai Metropolitan Planning Organization (CYMPO), the Town of Chino Valley and the community. We also have hired professional experts in roadway design and construction to find the best solution.
Is it true that you are going to re-do a larger roundabout at Watson Lake?	The roundabout at Willow Lake will not be reconstructed. However, the Willow Lake roundabout is designed so that it can be converted into a three lane roundabout in the future, should traffic volumes warrant it.

Question	Answer
How will two semi's go through a roundabout at the same time? I was cut off in my car on the unit in Prescott.	Typically semi trucks go through roundabouts one at a time, just like making a left turn at a signal. Motorists should give semi trucks the same space that they do while making a left turn at a signalized intersection. The proposed Road 4 South roundabout will be designed so that a WB-67 truck can stay in its own lane in the outside lane. However, it will need to use the truck apron if going through the inside lane.
Can we do a test run before we actually build a roundabout with a 40 ft trailer?	The SR 89/Willow Lake Road roundabout is designed so that a WB-62 truck can go through while remaining in its own lane (these are the large tankers). That it does not mean it will, because sometimes truck drivers will choose to take up both lanes so as not to have drivers in their blind spots.
How are you planning on controlling the speed changes between Center Street and Road 4 South if a roundabout is constructed?	The speed limit between Center Street and Road 4 South will be signed at 45 mph because of the curb.
How will ADOT handle the need for traffic breaks between Road 2 South and the roundabout (the assumption is there will be a traffic signal at Road 2 South)?	There will be designated left turn lanes at designated locations between primary intersections.
Signalized Intersections Questions	
Is cost also a deciding factor for a light on Road 4 south? If so, could the Town add money to the project for a light?	Cost is not a deciding factor in determining whether to install a traffic signal or a roundabout. Road 4 South does not meet required signal warrants.
When a signal is installed, will the side near Road 1 east at Road 2 South be expanded?	ADOT can't answer that. It is the Town's decision.
How many stoplights at east and west roads?	There are plans to build a signalized intersections at Road 2 South. The development at Road 1 South will construct another signal at Road 1 south after this project.
We need a traffic light somewhere close to Havasu Road before we get killed trying to make a left turn.	Currently, traffic volumes do not warrant a traffic light.
Why not add two additional seconds between a green light and a red light?	People run red lights regardless of the timing, especially those who use the light on a daily basis. This would be a temporary solution until people begin to realize they have those two extra seconds to get through the intersection. Once they figure it out, they will continue to run red lights.

Question	Answer
Why aren't there any traffic lights up on SR 89 except for the three existing ones?	The intersections that currently have traffic lights have a high enough volume of traffic to warrant a light.
Will intersections have enough room for horse trailers to make u-turns?	The following provides information regarding the size of a vehicle making u-turns in a roundabout: Passenger car/light truck can easily make u-turns; Smaller single unit delivery trucks can make u-turns; Standard pickups with good turning capabilities with SHORT boat or SHORT two horse trailers and conventional hitches can make u-turns inside the curbs; Standard pickups with SHORT goose neck trailers can make u-turns inside the curbs; Longer trailers in any configuration cannot make u-turns inside the curbs All of these turns indicated above are under optimum conditions and will depend on specific vehicle and configuration, driver skill and judgment, and a number of other factors. U-turns are recommended at only signalized intersections in protected phase.
Why not a traffic light at Road 4 South? Put more stop lights to break traffic. Why not more traffic lights?	Road 4 South currently doesn't meet signal warrants. It does not have the volume of traffic required to put in a signalized intersection.
I and many others use Road 1 West to avoid the 89 Outer Loop intersection. Have you taken into consideration that some traffic is diverted but should be included in the traffic warrant for consideration of the traffic light rather than a roundabout?	ADOT is aware that Road 1 West is used by local traffic. ADOT does not factor in traffic volumes on local roads when evaluating intersections for signal warrants.
Is there any reason we could not start with just the stop lights?	Traffic signals back up traffic and thus require additional roadway widening. Intersections have to meet signal warrants before a signal can be installed.
How long before they have a traffic light at Road 2 South?	A traffic light will be constructed with this project.
Median Questions	
How will a median affect local businesses?	The raised median will provide safe ingress/egress to businesses.
Why is the south end of Chino needing the median?	The north side of Chino Valley needs medians too. At the time the road was built raised medians weren't included. At some point, raised medians will be added to the north side of Chino Valley.

Question	Answer
Why do we need raised concrete medians?	Raised concrete medians decrease head-on collisions on roads with increased volume and speed. This is for the safety. Statistically, raised medians reduce accidents by 25%.
What about the businesses that won't have access from SR 89 because of medians?	Access to businesses will not be restricted. Driveways will be consolidated to improve the flow of traffic and allow for safe access to the highway. The raised medians will allow for controlled u-turns.
There is not enough deaths for a light at Road 4 South, but there is enough for a raised median.	Intersection control and access control are widely recognized methods to increase safety.
Raised medians allow for no escape for motorcycles or small cars.	Medians reduce collisions by 25%.
Why did you drag the median break and ingress/egress at Road 41/2 South? Easements are in place for traffic flow that point for all of the properties in the area. We designed our entire commercial subdivision in suggestions from ADOT, Yavapai County, and the Town of Chino Valley.	This area will be addressed in the next widening project to widen SR 89 to SR 89A TI, which is currently programmed for 2012.
Why build a median when you know we will be tearing it down in the future and isn't that a waste of money? Why not keep a middle turn lane or so forth with six lanes?	The team believes that it will be less expensive and less disruptive to traffic to reconstruct the median in the future to accommodate a third lane, rather than reconstruct every business driveway, to accommodate a third lane. It is not advisable to allow unprotected left turns in a six lane roadway.
Utility Questions	
Are the electrical utilities along the project going to be placed underground?	Currently many of the utilities are above ground and overhead. They will remain overhead.
Will sewer come down 89 and will those businesses on 89 be offered Town utilities?	That is not ADOT's decision. This is a municipal issue.

Question	Answer
Curb and Drainage Questions	
Did I understand that no bicycle lane will be present through the project or does the extra two feet accommodate that or will the edge of the high speed lane be the curb?	There will not be bike lanes, however there will be a 16 feet of outside lane in the curb and gutter section. This extra width will accommodate bicyclists.
Are shoulders paved? How wide?	This project is constructing curbs and gutters on the outside. There will not be paved shoulders north or Road 4 South. South of Road 4 South will have 8 feet of paved shoulders.
Will there be sidewalks on roadways?	There will not be sidewalks built as part of this project.
Will the highway be lighted?	The current scope does not include full roadway lighting. Currently, the plan is to provide lighting at the intersections.
Why not deal with water drainage properly? Once a hole fills it overflows.	ADOT will contain the drainage from the roadway facility. Many of the historic offsite drainage paths have been blocked or filled by adjacent development. ADOT cannot restore these drainage paths or increase the amount of water from the design storm event and surface basins are the most cost effective method of collecting and holding the water.
Other Questions	
Did you ask everyone on Road 2 South why they use it instead of using Road 4 South?	We are happy to communicate with you. You can call the hotline at 1-888-236-4374 or visit the project website at www.prescottdistrictupdates@azdot.gov.
You should consider a frontage road, less cost, keep Highway 89 a highway.	Thank you for your comment. Right now we don't have the funding for a frontage road on this project.
Businesses at the mall on the south end of town fail because you must exit to the south only. Businesses will fail because of the raised median.	Thank you for your comment. The raised median will provide safe ingress/egress to businesses.
School buses off the highway.	Thank you for your comment.
Why not construct a road to bypass Chino Valley first?	The Central Yavapai Metropolitan Planning Organization conducted a study that would bypass Chino Valley. The new route would take many years to plan, design and construct. Before any new road can be built environmental and archeological studies would need to be conducted, which take time. We are planning for the future.
Why doesn't the Chino Valley Police Department patrol Highway 89 through Chino Valley?	Police do patrol the highway. ADOT does not know why police presence isn't seen on Highway 89. They do respond to emergencies.

Question	Answer
How was the contractor selected? For participating design – how do you select the contractor? Do you use your own estimate for bidding purposes?	A contractor will send in a list of qualifications and go through an interview process. ADOT selects who they think is best for the project. ADOT has an estimated price of what the project will cost and they ask the contractors going for the project to send in their guaranteed maximum price. Once ADOT agrees with the price they will move forward with the selected contractor.
Will there be a possibility of more deceleration/acceleration lanes?	ADOT looks at putting acceleration lanes and deceleration lanes anywhere you turn in and out onto a road. ADOT is considering a southbound acceleration lane at Road 3 South.
Will ADOT or the Town be responsible for maintaining the ret. basins from weeds and trash?	ADOT's plans are to use material that will be very low maintenance, such as material that will not grow. This will reduce the maintenance costs.
What improvements will be made to Road 1 West and Road 1 East to handle excess traffic?	ADOT does not have the answer to this. It's the Town's decision.
Why can't you lower the speed limit to 35 on SR 89 to help reduce accidents?	Speed limits are set based on the 85th percentile of vehicle speeds. The speed limit through this project will be 45 mph.
How does one get from Chino Valley to Prescott? There is no other way than this thing? No other way around.	Traffic will be maintained during construction and additional lanes will be added northbound and southbound.
Are you going to be able to handle the traffic from four new developments the Town Council has approved and new businesses brought in by the sewer system?	We are planning for the future, and improving this corridor will help with the increased traffic from the new development.
Why can't ADOT buy materials such as steel and concrete when prices are low and store the material to be used at a later date when costs are higher? This would save our taxpayer money.	ADOT already does this in some areas, we do buy traffic lights and store them until we need them.
How am I supposed to get my semi-truck into my yard heading north? And leaving my yard for an accident heading north?	With raised medians, vehicles will travel to the next intersection and make a u-turn or utilize local roads to turn around.
Are there plans for a freeway in the near future, what will be the effect on the current plans for Highway 89?	The Central Yavapai Metropolitan Planning Organization (CYMPO) will begin a study on a future bypass of Chino Valley. However, it will be several years before construction would begin.

Question	Answer
Do we have to kill a lot of people at Road 1 and Road 2 South before this is done?	Construction is expected to begin in early 2008.
Isn't the current traffic count 30,000 on SR 89? 22,000 is an older number.	The current SR 89 traffic volumes are about 24,000 vehicles per day thru the project area.
Where on Willow Creek is this thing?	If this comment is referring to the roundabout, it is on SR 89 at Willow Lake Road.
How many cars will fit in each turning lane?	Storage capacity depends on anticipated turning volumes.
In the last five years, how many deaths occurred from Road 4 South to Road 3 North?	There have not been any fatalities on SR 89 between Rd 3 South and Rd 4 South, between October 1, 2001 and September 30, 2006.
Is the plan for Glassford Road going to tie into Road 4 South or are they still planning on the road to be Road 5 South?	Currently, it is anticipated that the Glassford Hill Extension will intersect with SR 89 and Road 5 South.
We have already seen that "right turn only" is not boding well for the Lantana Plaza. How can you expect business owners to believe you?	Raised medians are common in urban areas to safely control ingress/egress to businesses. Currently at Lantana Plaza, there is a "right out" median which is still possible for drivers to drive around and go left. One the project is complete, this will not be possible.
Why do you think left turn lanes for u-turns are safer?	By limiting the locations for left turns and or u-turns, the number of conflict points, including the potential for head-on collisions is reduced. Ultimately left turns and u-turns on SR 89 will be protected movements at signals.